

Trade Corridor Improvement Fund Benefits Over 80 Projects

In 2006, California voters approved Proposition 1B to invest nearly \$20 billion in the state's congested transportation system. The Trade Corridors Improvement Fund (TCIF) used \$2 billion of that money, along with other government and private funds, to improve the state's seaports, railroads, grade separations and roads.

Freight transportation plays a critical role in California's economy, generating 1.3 million jobs and moving about 40 percent of the nation's internationally traded consumer goods. Moving freight more efficiently reduces the industry's carbon footprint while keeping California competitive in the global marketplace.

One-Third of Projects Expected to be Complete in 2015

In 2008, the California Transportation Commission adopted the initial set of projects, many of which were identified in the state's 2007 *Goods Movement Action Plan*. The projects were concentrated along high-priority freight corridors.

The TCIF program now includes 81 projects with a total estimated value of \$7.2 billion. Thirteen of those projects are complete and another 14 should be done this summer. Several projects were completed at a lower cost than originally projected, freeing up \$336 million to be reinvested in further improvements. It is possible that more savings will be available as projects are completed.

How the Projects Were Chosen

Rather than distributing limited TCIF money evenly across the state, the Commission focused on the busiest freight corridors. Regional agencies within those corridors created coalitions to prioritize and select projects and to manage TCIF money.

Trade corridor improvement projects are funded by single or multiple sources in addition to the TCIF. Much of the investment in freight infrastructure has come from the private sector. Private rail lines almost exclusively own and operate freight rail. The TCIF program brought funding sources together to deliver an impressive and effective set of projects. If another state or federal freight-funding program becomes available, we expect the *California Freight Mobility Plan* will provide similar results.

The Long Beach–Los Angeles port complex ranks as the world's sixth busiest, based on combined shipped cargo containers.

What's Next?

The nontraditional roles and partnerships required to deliver the TCIF projects made it necessary for the partners to define new ways of working together for a successful program, something that will be needed when new funding becomes available.

At first, TCIF guidelines required all the projects to be under construction by December 31, 2013. This deadline proved unrealistic. In keeping with the old adage that haste makes waste, the Commission extended the program to December 31, 2016, so that there is time for thorough analysis to ensure that the money is invested wisely on the best and most effective projects.

In September 2014, Gov. Jerry Brown signed Senate Bill 1228. This continues the TCIF for the purpose of receiving and using revenue from sources other than Proposition 1B. The bill, however, did not provide further revenue for the program. Any new revenue would be allocated by the Commission for similar TCIF purposes, such as infrastructure improvements, specifically those that benefit the state's land ports of entry.

Over the next year, we will be building upon the program by preparing to address expected additional federal guidance under MAP21 and the possibility of new federal funding for freight projects. We will work with stakeholders to give more details on the benefits of individual completed projects and the benefits from the corridor perspective. Additionally, working through the California Freight Advisory Committee and in consultation with the California Air Resources Board, we will continue discussions on how best to categorize and prioritize the 700 plus projects identified in the California Freight Mobility Plan.

Source: Division of Transportation Planning

Colton Crossing was one of the nation's most congested rail intersections, until an overpass project separated the mainline tracks of the Union Pacific Railroad and those of the BNSF Railway.

Notable TCIF Projects

Colton Crossing rail-to-rail grade separation project separated the mainline tracks of the Union Pacific Railroad and BNSF Railway in San Bernardino County, which was one of the most congested rail intersections in the country, and will reduce local traffic congestion and improve the quality of life for area residents.

The Gerald Desmond replacement bridge in the Port of Long Beach, which is a vital link in the nation's trade system, will allow passage of the world's largest cargo ships under the new bridge. It also will have better capacity for trucks, while also serving bicyclists and pedestrians.

Tehachapi railroad capacity expansion project in Kern County is a public-private partnership between Caltrans and BNSF Railway that will provide additional track through the Tehachapi Pass — the primary freight rail connector from the San Joaquin Valley to the Southwest U.S. and points farther east.

San Gabriel Valley grade separation program in Los Angeles County is eliminating numerous at-grade railroad crossings along the Alameda Corridor East, eliminating traffic delays at those crossings, improving safety and enhancing community health.

Outer Harbor intermodal terminals in Oakland will improve rail access and marine bulk terminals, thereby increasing export volume of California's products and reducing the need for truck trips on congested Bay Area freeways.

State Route 11 Corridor and Otay Mesa East Port Of Entry will improve the movement of goods, services and people across the U.S./Mexican border in the San Diego region. The project will reduce delays and emissions from vehicles waiting to cross the border, particularly from diesel engines. Delays represent a loss of more than \$7 billion per year to the two nations' economies.

